

Comments submitted for the July 14, 2020 Planning Commission
after the deadline for sharing with the Commission

FW: I support the 100% affordable housing project in San Mateo

Planning <planning@cityofsanmateo.org>

Wed 7/15/2020 8:17 AM

To: Erin Fellers <efellers@cityofsanmateo.org>

Cc: Phillip Brennan <pbrennan@cityofsanmateo.org>

Forwarding to you per your request.

From: Chet Lexvold [REDACTED]

Sent: Tuesday, July 14, 2020 5:59 PM

To: Planning <planning@cityofsanmateo.org>

Subject: I support the 100% affordable housing project in San Mateo

Hi,

I'm unable to call into tonight's meeting, but I fully support the 100% affordable housing project tonight that will support 225 families. Please approve it, thank you.

Chet Lexvold
San Mateo

FW: Support for Downtown Affordable Housing- PA19-033

Planning <planning@cityofsanmateo.org>

Wed 7/15/2020 8:17 AM

To: Erin Fellers <efellers@cityofsanmateo.org>

Cc: Phillip Brennan <pbrennan@cityofsanmateo.org>

Forwarding to you per your request.

From: Daryl Rose [REDACTED]

Sent: Tuesday, July 14, 2020 6:24 PM

To: Planning <planning@cityofsanmateo.org>

Subject: Support for Downtown Affordable Housing- PA19-033

Hi,

I am writing to support the approval for the 225-unit multi-family housing development.

While there is a pandemic going on and changes to the lifestyle of people are uncertain, one thing we are sure of is the need for affordable housing.

Housing is a long-term planning process and outlook. It needs foresight.

1. Bay Area and San Mateo is already behind on housing, more so affordable housing.

Any delay will only cause further housing crunch, as population is projected to rise in the Bay Area. There may be arguments that people are moving out and we don't know if we need this much housing. Even if some people are moving out because of the pandemic, a drop in population or flattening of it will not be seen. Kids' growing up right now will also need housing in a few years. If anything, we need less people living in one apartment or house and this is a solution for it. There is already a lag in housing development, specially for the working class. We need teachers, hospital and nursing/senior home caregivers, janitors, restaurant and retail workers, autoshop workers, etc to live closer to jobs and to transit. We are seeing in this pandemic that it is the lower-wage earners that are still commuting and going in to work, instead of working from home. Distance and time traveled is a high cost for lower-income families.

2. Some will say rental prices are dropping, and this is not needed. That is not the case. The current price drop in San Mateo is still not affordable for many. Even for tech workers, a \$3200-\$4000 2br apartment in Downtown is roughly 30%-37% of AFTER-TAX salary for a single-wage earner in a large tech company. This percentage doesn't factor in 401k and post-tax salary deductions. If the renter works at a start-up, the percentage cost is higher. Even if the household is dual income and they have kid/s, it is still high-cost if savings for kids' education, emergencies like a layoff!) and retirement is factored in. Ideally, housing should be 20% max of post-tax wages if financial freedom, good quality of life, and savings/retirement is desired.

3. Issues of shadow, increased traffic, and open space is more a NIMBY argument. Population is increasing, and well-planned density is the way forward. We can't force people to live farther away because we want status quo in our neighborhoods.

a. On the issue of shadow, the complex is beside a railroad, another office building, and old retail/commercial buildings. If anything, shade will be good for the longer warm, sunny days of CA. It will make it more inviting to walk or bike.

b. On traffic: The complex is close to public transit. By having reduced parking, the complex is discouraging the use of cars. Bike parking, shuttles/buses, and shared car services for residents might be better than required parking lots.

c. Open space: Downtown San Mateo has no other green space aside from large Central Park. This argument holds no weight. The complex has a plan for open spaces for residents too, which will be better -- and more aesthetically pleasing to the public, than the current parking lot.

The project is the best use of space available that targets housing and affordability problems in the county and in San Mateo.

As a city voter and downtown resident, I ask that this complex be approved.

Best,
Daryl

FW: In Support of 100% Affordable 225 Units

Planning <planning@cityofsanmateo.org>

Wed 7/15/2020 8:16 AM

To: Erin Fellers <efellers@cityofsanmateo.org>

Cc: Phillip Brennan <pbrennan@cityofsanmateo.org>

Forwarding to you per your request.

From: Kristin Barklund [REDACTED]

Sent: Tuesday, July 14, 2020 5:57 PM

To: Planning <planning@cityofsanmateo.org>

Subject: In Support of 100% Affordable 225 Units

Hello,

I'd like to express support for the proposed development of a seven-story building with a five-level garage connected by a pedestrian bridge at 480 E. Fourth Ave. and 400 E. Fifth Ave.

While I'm grateful the proposal was amended to 225 units from the original 164 units, I do wish more of the parking had been used for homes since it is so close/walking distance to the CalTrain and downtown. I understand there may be traffic concerns but there are many, myself included, who look for apartments close to downtown/CalTrain along the Peninsula in order to remain car-free. Large apartment complexes charge luxury prices (even the older ones without luxury amenities) so it's difficult to find a fair price, let alone an affordable one if on a limited income. I strongly encourage the planning commission to pass the proposal forward so that the downtown can become even more vibrant by making strides to include citizens of all income levels.

Best,
Kristin

FW: Agenda Item 3 on 7 14 2020

Planning <planning@cityofsanmateo.org>

Wed 7/15/2020 8:16 AM

To: Erin Fellers <efellers@cityofsanmateo.org>**Cc:** Phillip Brennan <pbrennan@cityofsanmateo.org>

Forwarding to you per your request.

From: Valerie Rynne [REDACTED]**Sent:** Tuesday, July 14, 2020 4:01 PM**To:** Planning <planning@cityofsanmateo.org>**Subject:** Agenda Item 3 on 7 14 2020*Dear Planning Commission:*

am a resident of the City of San Mateo and the mother of an adult son who has a developmental disability. I support this Downtown Opportunity Sites project and urge you to include apartments for people with developmental disabilities, who receive supportive personal services from the local Regional Center, which, however, does not provide housing itself. A number of people with developmental disabilities do not themselves own a car or drive, which would lessen traffic impacts that are of community concern; at the same time individuals with developmental disabilities would benefit from easy access to downtown and to the range of easily accessed opportunities, including employment, to be found there.

Designating a number of apartments for individuals with disabilities would also help the City of San Mateo begin to address an unmet priority of the City's Housing Element and the requirement that they consider the housing needs of local people with developmental disabilities, for whom currently affordable real options are extremely difficult to obtain.

Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities."

Very truly yours, Valerie Rynne [REDACTED]

FW: Public Input on Approval of Downtown Opportunity Site on 4th and 5th Avenue, Agenda Item 3, July 14, 2020

Planning <planning@cityofsanmateo.org>

Wed 7/15/2020 8:16 AM

To: Erin Fellers <efellers@cityofsanmateo.org>

Cc: Phillip Brennan <pbrennan@cityofsanmateo.org>

Forwarding to you per your request.

From: Valerie Rynne [REDACTED]

Sent: Tuesday, July 14, 2020 3:57 PM

To: Planning <planning@cityofsanmateo.org>

Subject: Public Input on Approval of Downtown Opportunity Site on 4th and 5th Avenue, Agenda Item 3, July 14, 2020

Dear Planning Commission:

am a resident of the City of San Mateo and the mother of an adult son who has a developmental disability. I support this Downtown Opportunity Sites project and urge you to include apartments for people with developmental disabilities, who receive supportive personal services from the local Regional Center does not housing itself. A number of people with developmental disabilities do not themselves own a car or drive, which would lessen traffic impacts that are of community concern; at the same time individuals with developmental disabilities would benefit from easy access to downtown and to the range of easily accessed opportunities, including employment, to be found there.

Designating a number of apartments for individuals with disabilities would also help the City of San Mateo begin to address an unmet priority of the City's Housing Element and the requirement that they consider the housing needs of local people with developmental disabilities, for whom currently affordable real options are extremely difficult to obtain.

Please make your approval of this project subject to Mid-Pen Housing's agreement to make 20 of the apartments subject to a preference for people with developmental disabilities."

Very truly yours, Valerie Rynne [REDACTED]

Comments received for the City Council Public Hearing
on August 17, 2020

From: [Patrice Olds](#)
To: [Kathy Kleinbaum](#)
Subject: FW: Downtown Affordable Housing
Date: Monday, August 10, 2020 1:27:40 PM
Attachments: [image001.png](#)
[image003.png](#)

Patrice M. Olds, MMC

City Clerk
City of San Mateo
330 W. 20th Ave., San Mateo, CA 94403
650-522-7042 | polds@cityofsanmateo.org

From: Kenneth E Abreu [REDACTED]
Sent: Monday, August 10, 2020 12:49 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>
Subject: Downtown Affordable Housing

Dear San Mateo City Council ,

Please approve the Downtown Affordable Housing project that is on your agenda for August 17th, 2020.

The need for more housing, particularly affordable housing, for very low and low income families is essential in our city. The overcrowding of housing in our City is obvious as you recently had to decide on dealing with a small house that had 21 people living in it in dangerous and unsafe conditions. There are undoubtedly more such overcrowded housing units in our City. Such units are harmful to the residents of the units as well as the City as a whole. A good City needs good housing for all its people.

This proposed Downtown project is perfectly located near transit and adjacent to Downtown. This will not only help the residents of the project, but also downtown businesses and the environment.

Please approve this project so that this important addition to our housing stock.

Ken Abreu

37 year San Mateo resident

From: [Clerk](#)
To: [Kathy Kleinbaum](#)
Subject: FW: Public Hearing 8-17-2020
Date: Tuesday, August 11, 2020 9:14:43 AM
Attachments: [image001.png](#)
[image002.png](#)

Public comment

*"The vote is the most powerful instrument, the most powerful non-violent tool, in a democratic society."
Congressman John Lewis*

Joan Diskin

Deputy City Clerk
330 W. 20th Ave., San Mateo, CA 94403
650-522-7044 | jdiskin@cityofsanmateo.org

From: John Daly [REDACTED]
Sent: Monday, August 10, 2020 5:58 PM
To: Clerk <clerk@cityofsanmateo.org>
Subject: Public Hearing 8-17-2020

"Dear City Council: I am a resident of the County of San Mateo. I support the Downtown Opportunity Sites project and ask that it include some apartments for people with developmental disabilities. Inclusion of people with developmental disabilities will reduce the project's parking and traffic impact and will address an unmet priority of the City's Housing Element. Please make your approval of this project subject to Mid-Pen Housing's agreement to make 8 of the apartments subject to a preference for people with developmental disabilities."

Mary Daly

From: [Patrice Olds](#)
To: [Kathy Kleinbaum](#); [Joan Diskin](#); [Rendell Bustos](#)
Subject: FW: SUPPORT - Downtown Affordable Housing & Passage
Date: Thursday, August 13, 2020 11:03:00 AM

Patrice M. Olds, MMC
City Clerk
City of San Mateo
330 W. 20th Ave., San Mateo, CA 94403
650-522-7042 | polds@cityofsanmateo.org

-----Original Message
From: Petra Silton <[REDACTED]>
Sent: Thursday, August 13, 2020 10:56 AM
To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <aalee@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>
Subject: SUPPORT - Downtown Affordable Housing & Passage

Dear Mayor Goethals, Vice-Mayor Rodriguez, Councilmember Bonilla, Councilmember Lee, and Councilmember Papan:

I'm writing to express my support for the two housing proposals on the agenda tonight.

We all know how important housing is and what a lack of housing we have in San Mateo. These are both great proposals focused on TOD.

Please vote YES on these two proposals. The COVID crisis has exposed how critical housing is for our communities. We should be looking forward to how we build a stronger Bay Area that is just, affordable, and inclusive so we can recover and thrive -- and be prepared for any future emergencies.

Thank you for the opportunity to comment, and for your leadership during these unpredictable times.

Sincerely,

Petra Silton
San Mateo Resident

From: [Patrice Olds](#)
To: [Kathy Kleinbaum](#); [Joan Diskin](#)
Subject: FW: City-Owned Downtown Affordable Housing
Date: Thursday, August 13, 2020 10:51:36 AM
Attachments: [Sierra Club, San Mateo Aff Housing Council 8-17-20.pdf](#)
[Sierra Club Guidelines score -MidPen Downtown Opportunity.pdf](#)
[image001.png](#)
[image003.png](#)

Patrice M. Olds, MMC

City Clerk
City of San Mateo
330 W. 20th Ave., San Mateo, CA 94403
650-522-7042 | ppolds@cityofsanmateo.org

From: Barbara Kelsey <[REDACTED]>
Sent: Thursday, August 13, 2020 10:50 AM
To: Phillip Brennan <pbrennan@cityofsanmateo.org>
Cc: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>; Gita Dev <[REDACTED]>; Gladwyn d'Souza <[REDACTED]>; James Eggers <[REDACTED]>
Subject: City-Owned Downtown Affordable Housing

Dear Associate Planner Brennan and San Mateo City Council,

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed City-Owned Downtown Affordable Housing project scheduled for your August 17, 2020 meeting. SLU is the section of the local Sierra Club chapter that advocates on land use issues like major development projects.

Please see our comment letter and our Guidelines for Residential, Commercial and Mixed-Use Transit Oriented Development attached. We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Respectfully submitted,

Gita Dev, Co-chair, Sustainable Land Use Committee, Sierra Club Loma Prieta Chapter (SCLP)

cc:Gladwyn D'Souza, Conservation Committee, SCLP
James Eggers, Executive Director, SCLP

sent by:
Barbara Kelsey



SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 12, 2020

Phillip Brennan, Associate Planner (pbrennan@cityofsanmateo.org)

San Mateo City Council (CityCouncil@cityofsanmateo.org, clerk@cityofsanmateo.org)

Subject: City-Owned Downtown Affordable Housing

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed City-Owned Downtown Affordable Housing project scheduled for your August 17, 2020 meeting. SLU is the section of the local Sierra Club chapter that advocates on land use issues like major development projects. As an environmental organization working towards reducing local greenhouse gas and other emissions, we encourage the development of higher density, mixed-use development near major transit stations.

As part of our efforts to encourage sustainable development we have established a set of [Guidelines for Residential, Commercial and Mixed-Use Transit Oriented Development \(TOD\)](#).

These Guidelines include a scoring system for evaluation of projects.

Attached is our Guidelines with our current scoring for this project. After reviewing the plans and talking with the developer, the proposal received a total of 103 points; however, many of those points were for features that were given to us verbally by the developer, but are not yet final until they are included in either the Plans or the Development Agreement. We consider 100 points (out of a maximum possible score of 180) a minimum for consideration for supporting a project. We cannot however consider fully endorsing the project at this time, as we need to go through additional process steps, to confirm compliance, which will require additional information.

The project scores well in our Guidelines considering that it is a 100% affordable project which targets low and very low-income residents. This means the project will have a relatively lower revenue and so it is not reasonable to expect it to score high in our Guidelines, where many items are there to encourage additional optional features that improve the environment. But this project scores very high in the fundamental areas of concern.

- It provides a high number of housing units for lower income people, the group most likely to have to live outside the Peninsula and incur long commutes to work in the Peninsula.
- The location is a prime TOD area near Caltrain and buses, thereby reducing the need for cars.
- The location is extremely walkable, thus further reducing car impacts.
- The parking for residents is restricted to only 70% which will reduce car dependency even more.

These fundamental features are strong and positive for this project. They are at the root of having a housing project that will improve the environment as well as the lives of the residents and the overall San Mateo community.

We are pleased (based on the plans and verbal assurances by the developer) that the proposal includes:

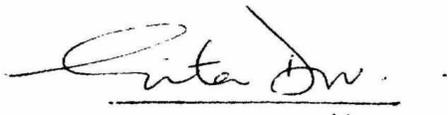
1. High amount of new affordable housing with 225 units, including 60 3BD.
2. Targets Low and Very Low income for affordability
3. Near Caltrain and bus /shuttle lines as a TOD
4. Very walkable with all the amenities of Downtown nearby
5. Helps improve the local jobs/housing imbalance
6. Encourages fewer cars by limiting parking spaces for residents to ~70%
7. All electric residential units
8. Includes pedestrian friendly sidewalks and intersections
9. Native landscaping
10. Monitored Traffic Demand Management Program
11. Lots of bicycle parking (over 1 per unit)
12. Electric car charging stations
13. Near many local amenities, (shopping, restaurants, theaters, parks, etc.)

There are also areas where we encourage the city to seek additional benefits from the project. This includes:

1. The new public parking structure provides more parking spaces than the old parking lot. This could encourage more car traffic with the associated negative impacts. We encourage the City to commit that it will remove other downtown parking places over time to, at least, offset this increase.
2. All of the positive aspects of the development listed (1–13) above should be included in the Development Agreement or as a Condition of Approval. We urge the City to require that all the developer's promises be codified in the Development Agreement and ensure that these are in fact executed.

We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Gita Dev", is written over a horizontal line.

Gita Dev, Co-chair, Sustainable Land Use Committee, Sierra Club Loma Prieta Chapter (SCLP)

CC Gladwyn D'Souza. Conservation Committee, SCLP
James Eggers, Executive Director, SCLP

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

*Downtown San Mateo Opportunity Sites
480 East 4 Ave + 400 East 5 Ave*



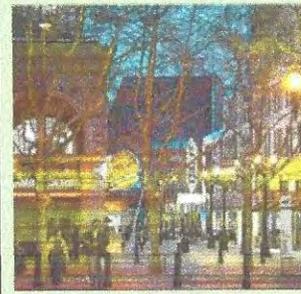
To download: lomaprieta.sierraclub.org/sustain/guidelines

| | | |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <p>Executive Summary</p>  | <p>The Sierra Club Loma Prieta Chapter supports vibrant, dense, walkable communities focused around transit to contain growth within the urban footprint and to reduce traffic. These communities, when well-designed, are rich with services, more walkable, bikeable, and transit-accessible, limit urban sprawl, reduce greenhouse gas and other emissions, and can provide a variety of housing types, sizes, and affordability. Transportation accounts for over half of emissions in San Mateo & Santa Clara County¹ and buildings account for an additional 39%². Reducing transportation demand, and constructing all-electric energy efficient buildings and/or retrofitting existing buildings to be all-electric energy efficient to reduce burning of fossil fuels is the most significant opportunity to meet California's climate change goals.</p> <p>The Sierra Club Loma Prieta Chapter uses these guidelines to make recommendations on residential, commercial³, and mixed-use developments within ½ mile of major transit hubs and along major transit corridors. We publish these Guidelines to make our evaluation process more transparent for residents, decision-makers, planners, and developers, and to provide a model for communities to meet State Law SB32 and SB375 climate change goals.</p> <p>Developers that are planning developments within ½ mile radius around major transit stations (i.e. Caltrain, BART, Bus Rapid Transit) and along transit corridors (i.e: El Camino Real) should focus on the following six goals:</p> | |
| | <p style="text-align: center;">Six Goals of a Residential, Commercial, or Mixed-Use TOD Development</p> <ul style="list-style-type: none"> Compact Development Public and Community Benefits Pedestrian Priority Transportation Alternatives Energy and Resource Efficiency Healthy Ecology for Residents' Wellbeing | |
| <p>Overview of Plan Status</p> | <p>1. At what stage is the development in the City review process? Early planning? Public Input? Workshops? Staff review? Draft Plan? Draft EIR? Final EIR? Planning Commission review? City Council review? Final Plan? Other? Please describe status and upcoming applicable review dates:</p> <p><i>Planning Commission study session.</i> <i>city council to consider AB 1763 to allow more density & height</i></p> <p>2. What State Laws that could increase housing density could apply? State Density Bonus per Government Code 65915 – 65918? SB 35 (Affordable Housing development by-right)? AB 2135 (Surplus Public Land Act)? Other? Please list:</p> <p><i>AB 1763 - Applicant is seeking more density & height than city allows</i></p> <p>3. Does the development fall under an umbrella CEQA review that will allow individual developments within a designated Plan Area to be built "as-of-right" if they meet the Plan's zoning and environmental requirements?</p> | <p>Yes or No</p> <p><i>(61 more units)</i></p> |

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

| | <p>HOW TO USE THIS CHECKLIST :</p> <p>1. Assign each line item a score in right hand column & total the score at the end of each section</p> <p>2. Minimum score required for a good plan is 100 (out of a total possible score of 180)</p> <p>3. There are TWO mandatory items required for endorsement which are HIGHLIGHTED</p> | SCORE |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| <p>1. Compact Development <i>uses less land than conventional low-density development</i></p> <p>CHOOSE PARAGRAPH a, b, or c AS APPLICABLE TO THE PROPOSED DEVELOPMENT</p> | <p>a. 100% Housing</p> <p>i. Provide a minimum of 40 units per acre or more density 40 units/acre (2 pt.); 60 units (4 pt.); 80 (6 pt.); 100 (8 pt.); > 100 (10 pt.) (93)</p> | <p>8 7 10</p> |
| | <p>ii. Provide a minimum of 20% or higher of the total residential units to be affordable⁴ 20% affordable (2 pt.); 40% (4 pt.); 60% (6 pt.); 80% (8 pt.); 100% (10 pt.)</p> | <p>10 10 0-10</p> |
| | <p>iii. Provide levels of affordability that skew toward lower income levels <i>100% Low or very low</i></p> <p>All affordable units (AFU) @ moderate income⁵ (2 pt.); ¼ of AFU @ low⁶ and/or very low⁷-income w/ ¾ @ moderate income (4 pt.); ½ @ low or very low-income w/ ½ @ moderate income (6 pt.); ¼ @ low or very low income w/ ¼ @ moderate income (8 pt.); All AFU @ low or very-low income (10 pt.)</p> | <p>10 10 0-10</p> |
| | <p>iv. Build affordable housing on-site and not by using housing impact fees. (2 pt.)</p> | <p>0 or 2 2</p> |
| | <p>v. Mitigate residential displacement as the project is developed by: Providing relocation funding (or) including a "Right to Remain" Guarantee⁹ (or) Guaranteeing existing affordable units demolished by new construction will be replaced in final development at 1:1 ratio (or) other? Describe (5 pt.)</p> | <p>0 or 5 N/A</p> |
| | <p>vi. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>1 - 25% Public Employee, 1 - 36% Section 8, 1 - many 3 BR units</i></p> | <p>0-3 3</p> |
| | <p>Total Points for Housing – Maximum Possible Score is 40 points</p> | <p>32</p> |
| | <p>b. 100% Commercial</p> <p>i. Assure the development will not exacerbate the region's current jobs / housing imbalance. Determine the number of jobs the project will support⁸, then determine how many housing units are needed to house the expected number of employees by dividing the number of jobs in the project by 1.5⁹. Explain how the developer will help the region meet the shortfall (e.g. build the needed housing on or off-site (or) pay an lieu housing development fee <u>that is adequate</u> to provide the housing off-site (or) other? Describe (10 pts.)</p> <p>ii. Rent new commercial spaces to businesses that meet essential neighborhood needs (1 pt.)</p> <p>iii. Give priority to local and family businesses (1 pt.)</p> <p>iv. Provide local businesses displaced by new construction relocation funding and the opportunity to relocate into the new development after construction is completed (5 pt.)</p> <p>v. Mitigate residential displacement as the project is developed by providing relocation funding (5 pt.)</p> <p>vi. Include Retail or Community-Serving space = 10% of Ground Floor Area (1 pt.); 20% (2 pt.); 30% (3 pt.); 40% (4 pt.); 50% or greater (5 pt.) to contribute to a vibrant pedestrian environment</p> <p>vii. Additional innovative features - describe (1 pt. each up to 3 pts.)</p> | <p>0 or 10 0 or 1 0 or 1 0 or 5 0 or 5 0 - 5 0 - 3</p> |
| | <p>Total Points for Commercial – Maximum Possible Score is 30 Points</p> | <p>0</p> |
| | <p>c. Mixed-Use</p> <p>i. Use paragraph "a" above for housing share of mixed-use and paragraph "b" for commercial share. (Multiply points from paragraph a and b above by % share of each component [i.e. % square feet of housing + % square feet of commercial = 100% of total development])</p> | |
| | <p>Total Points for Mixed-Use – Maximum Possible Score is 30 - 40 Points</p> | <p>32</p> |

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

| | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>2. Public and Community Benefits are absolutely crucial to create an amenity-rich area and sense of community and to help to ensure each new project results in a positive impact in the community</p> |  | <p>a. Plan for Attractive Place Making</p> <ul style="list-style-type: none"> i. <u>Provide public plaza(s) and/or green park(s) on-site</u> (1 pt.) ii. <u>Provide appealing street facades</u> with concealed parking behind, underground, or on top of the building to encourage pedestrian activity and access (1 pt.) iii. <u>Combine open space with other adjacent developments</u> into a common public plaza or green park to work as a “place-making” setting (1 pt.) iv. <u>Locate ground floor retail along public sidewalks</u> (1 pt.) v. <u>Design / improve sidewalks</u> with reduced vehicle curb cuts to enhance pedestrian safety (1 pt.) vi. <u>Restore existing natural features</u> on-site including creeks, wetlands, trails, wooded areas, <u>native plants</u>, etc. (1 pt.) vii. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) <p>b. Access to Services and Amenities</p> <ul style="list-style-type: none"> i. <u>Access to nearby services and amenities</u> within 1/2 mile radius such as open spaces, parks, health care, schools, recreation, day care, grocery store, and other essential community services (Assign One pt. to each service. e.g. Health Care = 1 pt.; school = 1 pt.; etc.) (Describe other services that might apply = 1 pt. each). Maximum of 10 pts. <i>Downtown</i> ii. <u>Determine Walk Score</u>¹⁰ - the percentage of neighborhood needs that can be met by walking 55%-64% Walk Score (1 pt.); 65%-74% (2 pt.); 75%-84% (3 pt.); 85%-94% (4 pt.); >95% (5 pt.) <i>(97)</i> iii. <u>Additional innovative features - describe</u> (1 pt. each up to 2 pts.) <i>1- Roof Deck 1-Fitness center</i> <p>c. Include Community Benefits¹¹:</p> <ul style="list-style-type: none"> i. <u>Establish an Agreement for community benefits</u> that ensures ongoing funding for public amenities, and guarantees project fees and taxes are allocated only to community benefits within ½ mile radius of the development. Amenities that may be considered as a community benefit are often chosen from a pre-determined list of alternatives, or may be negotiated between a municipality and developer (5 pt.) ii. <u>Contribute money to maintain or upgrade public parks or trails</u> (1 pt.) iii. <u>Reclaim streets for community benefits</u> such as pedestrian-only uses (1 pt.) iv. <u>Provide day care facility on-site</u> (1 pt.) v. <u>Use Transfer of Development Rights (TDR)</u>¹² to protect natural features like creeks, hillsides, bay front or wooded areas by purchasing land in areas threatened by development and transferring those development rights into the proposed transit-oriented project where the receiving property can qualify for zoning exemptions (1 pt.) vi. <u>Include Sierra Club’s ecological Urban Habitat Design Guidelines</u>¹³ (1 pt.) and conform to local jurisdiction’s <u>Urban Habitat Plan</u>¹⁴ if available (1 pt.) <i>1 - Public Art 1 - community Room 1 - playground</i> vii. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) | <p align="right">1 0 or 1 0 or 1 1 0 or 1 N/A 0 or 1 N/A 0 or 1 1 0 or 1 1 0-3 0 0 or 10 10 0-5 5 0-2 2 0-5 0 0 0 or 1 0 or 1 0 0 or 1 0 0-1 0 0-2 0 0-3 3</p> |
| <p>Total Points for Public and Community Benefits – Maximum possible score is 40</p> | | <p align="right">24</p> | |
| <p>3. Pedestrian Priority</p> |  | <p>a. Create a Walkable Environment – Walking has many health, environmental, and economic benefits. Pedestrian priority encourages walking as the primary mode of transportation.</p> <ul style="list-style-type: none"> i. <u>Include pedestrian priority as the primary design criteria</u>, with bikes and scooters second, transit third, and automobiles last (9 pt.) ii. <u>Provide mid-block pedestrian cross walks with flashing safety lights and bulb outs connected to paseos, paths, or pass-through lobbies on-site</u> to increase the ease of walking through the development and adjacent neighborhoods (2 pt.) iii. <u>Provide wide pedestrian-friendly sidewalks</u>¹⁵ that are level, well-lit (1 pt.), and include attractive, functional street furniture, art & active facades along the sidewalk to encourage walking (1 pt.) iv. <u>Plan sidewalk & street intersections with bulb-outs</u> to reduce street width at intersections (2 pt.) v. <u>Provide direct connection to designated urban trail system</u> (2 pt.) | <p align="right">9 0 or 9 0 or 2 0 0-2 0 0 or 2 0 0 or 2 0 0 or 2 0</p> |

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>vi. <u>Additional innovative features</u> - describe (1 pt. each up to 3 pts.)</p> <p>Total Points for Pedestrian Priority – Maximum possible score is 20</p> | <p align="right">0-3 9</p> |
| <p>4. Transportation Alternatives allow residents and visitors to have options to conveniently and safely commute and run errands without a car.</p>  | <p>a. Reduce Parking Requirements and Reduce Incentives to Drive</p> <p>i. <u>Include reduced parking ratios</u> to reduce the number of cars entering and exiting the site in accordance with a <u>monitored Traffic Demand Management Program</u>¹⁵. (TDM) program.¹⁶ must be transparent, adaptive, reported, and enforced (5 pt.) 70% parking, prefer no car for studio 2 + BR</p> <p>ii. Provide <u>unbundled parking</u>. Unbundled parking (where users pay to park) is a disincentive to auto ownership which reduces the number of spaces needed and the cost to build the spaces. This construction cost savings can be passed on to tenants /buyers as rent reduction or reduced cost (5 pt.)</p> <p>iii. Provide <u>shared parking on-site</u> that can make spaces available for residential parking at night and office/commercial parking during the day to reduce overall parking spaces on-site (5 pt.)</p> <p>iv. Pay for the city to establish and implement a Residential Permit Parking¹⁷ program to protect existing residential neighborhoods near or adjacent to the project neighborhoods from overflow parking (5 pt.)</p> <p>v. <u>Contract a shared parking agreement</u> with parking facilities in nearby or adjacent developments to reduce on-site parking. Often nearby developments that have unused spaces are happy to share parking with a neighbor to fill those spaces and increase income. (1 pt.)</p> <p>vi. Contribute to <u>in-lieu fees to build public satellite parking in lieu of on-site parking</u>.¹⁸ This avoids prime real estate in the project being used for parking rather than housing or commercial space and can allow an increase the number or size of housing units, and /or increase commercial square footage (1 pt.)</p> <p>vii. Enroll the development in a local parking authority or Transportation Management Association¹⁹ (TMA) that can direct resources to reduce parking demand and allow reduced on-site parking (1 pt.)</p> <p>viii. <u>Bus stop located immediately adjacent to, or on-site</u> (1 pt.)</p> <p>ix. Provide <u>designated pick-up and drop-off spaces</u> for last-mile shuttles and Transportation Network Companies (TNC) such as Uber & Lyft, that provide alternative mobility options (1 pt.)</p> <p>x. <u>Include car share within, or immediately adjacent to the development</u> (1 pt.)</p> <p>xi. <u>Plan new above-ground parking garages to be designed to be convertible to other uses in the future</u> if parking demand drops due to new technologies (1 pt.)</p> <p>b. Plan for Bicycle and Scooter Convenience</p> <p>i. <u>Help implement the City's Bicycle Master Plan</u> by connecting on-site bike routes to existing bike routes, or building missing portions of bicycle routes near, or adjacent to the development (1 pt.)</p> <p>ii. Provide <u>one free bike parking space per housing unit</u> in gender safe, visible, well-lit area (1 pt.)</p> <p>iii. Require <u>25% bike-to-car parking ratio</u> for guest and public parking (1 pt.)</p> <p>iv. Provide <u>signage and direct connection to designated bike lanes, routes, or paths</u> to create a "way-finding"²⁰ system for pleasant and safe bike use, storage, and travel (1 pt.)</p> <p>v. Provide <u>bike share and/or scooter-share</u> on, or immediately adjacent to the site (1 pt.)</p> <p>vi. Provide <u>incentives for bicycle use</u> (on-site showers, lockers, bike repair areas, etc. (1 pt.)</p> <p>c. Plan for Public Transit-</p> <p>i. Provide <u>incentives for transit use</u> including transit passes²¹ provided or subsidized by the developer to residents and by businesses to employees for a minimum of five years (2 pt.)</p> <p>ii. Provide or support <u>public shuttles to the development</u> financed by the developer, through development fees, or participation in a Community Benefit District²² (2 pt.)</p> <p>iii. <u>Additional innovative features</u> - describe (1 pt. each up to 3 pts.) 1 - Extra Bike parking, 1 - Transit pass > 5 yrs</p> <p>Total Points for Transportation Alternatives – Maximum possible score is 40</p> | <p align="right">5 0 or 5 3 0 or 5 5 0 or 5 0 0 or 5 1 0 or 1 0 0 or 1 0 0 or 1 1 0 or 1 1 0 or 1 0 0 or 1 0 0 or 1 0 0 or 1 1 0 or 1 1 0 or 1 1 0 or 1 0 0 or 1 1 0 or 1 0 0 or 1 2 0 or 2 0 0 or 2 2 0 or 2 2</p> |

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>5. Energy and Resource Efficiencies provide healthy work and living environments with a low carbon footprint</p>  | <p>a. Plan for Resource Efficiency – Buildings account for about 39% of energy consumption nationally</p> <ul style="list-style-type: none"> i. <u>Plan for Zero Net Carbon (ZNC)²³</u>, e.g. solar photovoltaic panels, <u>all electric building</u>, other (3 pt.) ii. <u>Plan for Zero Net Water²⁴</u>, e.g. <u>efficient water usage</u>, grey water and black water systems, other (3 pt.) iii. <u>Plan for Zero Net Waste²⁵</u>, e.g. <u>recycling</u>, sewage and waste management, other (3 pt.) iv. <u>Meet LEED or LEED Equivalent construction – Gold or Platinum</u> (1 pt.) v. <u>Include electric car parking</u> with Class 2 charging spots in 25% minimum of parking spaces (1 pt.) and include public access to electric car charging stations as a public benefit where feasible (1 pt.) vi. <u>Include Low Impact Development²⁵</u> to improve storm water management (1 pt.) vii. <u>Deconstruct 70% or more of any existing structures being demolished</u> (1 pt.) viii. <u>Use Forest Stewardship Council (FSC) wood, recycled wood, or wood from deconstruction</u> for 75% of the project’s wood needs, including wood used during construction (1 pt.) ix. <u>Comply with City’s Climate Action Plan goals</u> to ensure new construction safeguards residents’ health by reducing airborne emissions (1 pt.) x. <u>Install green roof(s)</u> to insulate the roof and reduce the heat island effect (1 pt.) xi. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) <p>Total Points for Energy and Resource Efficiency – Maximum possible score is 20</p> | <p align="right">3 0-0-3 0-0-3 1 0-0-3 1 0-0-1 0 0-0-1 0 0-0-1 0 0-0-1 0 0-0-1 1 0-0-1 0 0-3</p> <p align="right">7</p> |
| <p>6. A Healthy Ecology supports resident’s, guest’s, and employee’s health and well-being</p>  | <p>a. Plan to achieve a Healthy Ecology</p> <ul style="list-style-type: none"> i. <u>Provide sustainable landscaping²⁶</u> (3 pt.) ii. <u>Plan for a Healthy Tree Canopy</u> per Urban Habitat Guidelines¹² and local jurisdiction’s Urban Habitat Plan¹³ if available. Plant new trees on-site and preserve and enhance the on-site and nearby existing urban tree canopy (3 pt.) iii. <u>Include bird-friendly²⁷ building and site design</u> (3 pt.) iv. <u>Integrate the project with the City’s master plan for Green Corridors²⁸</u> (3 pt.) and bike master plan v. <u>Include on-site urban agriculture</u> (2 pt.) <u>and/or rooftop produce garden</u> (1 pt.) to provide a local food source and a gathering space for people vi. <u>Discourage harmful pesticide use</u> for landscaping and pest control (2 pt.) vii. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) <p>Total Points for A Healthy Ecology – Maximum possible score is 20</p> | <p align="right">3 0-0-3 3 0-0-3 0 0-0-3 0 0-0-3 0 0-3 0 0-0-2 0 0-3 0</p> <p align="right">6</p> |
| <p>TOTAL POINTS FOR ALL SECTIONS: $32 + 24 + 9 + 25 + 7 + 6 =$ Maximum possible score is 180; minimum required is 100</p> | | <p align="right">103</p> |

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

END NOTES:

- ¹ **Transportation's contribution to GHG emissions** – City of San Mateo Climate Action Plan, page IV, “Figure ES-2:2005 —” - <https://www.cityofsanmateo.org/DocumentCenter/View/45410/San-Mateo-CAP---Adopted>, and MTC - <https://mtc.ca.gov/our-work/plans-projects/climate-change-programs/climate-initiatives-program>
- ² **Building's contribution to GHG emissions** – U.S. Green Building Council, www.eesi.org/files/climate.pdf
- ³ **Commercial real estate** is a term used to describe any building or property purchased or operated for the purpose of creating profit. This type of property includes malls, stores, shopping centers, hotels, industrial property and office buildings.
- ⁴ **Affordable Housing** – Housing affordable to individuals and families making between 30% to 120% of Area Median Income (AMI) as defined by the U.S. Department of Housing and Urban development (HUD).
- ⁵ **Moderate Income** – 81% to 120% of AMI
- ⁶ **Low Income** – 51% to 80% of AMI
- ⁷ **Very Low Income** – 0% to 50% of AMI
- ⁸ **No. of employees** – Total gross area of Office Space divided by 250sf – 150 sf per employee. Tech jobs are closer to 150sf / employee e.g. Facebook. Employees would include service workers in the facility. Also see Endnote 9.
- ⁹ **Healthy Jobs / Housing Balance** – According to the Building Industry Association and the California Department of Finance, a healthy jobs / housing balance is 1.5. (One full-time job and one part-time job per housing unit). Any ratio above 1.5 jobs per unit signifies there is an insufficient number of units to meet the needs of the local workforce. The EIR for the development should specify the anticipated number of jobs expected in the development and quantify the number of housing units expected to be needed to house those employees. Even if there is a numerical Jobs / Housing balance, there is often an imbalance in **Jobs / Housing Fit** (where employees have high enough income to afford the housing in their community). Jobs / Housing Fit should also be taken into consideration when reviewing new commercial developments.
- ¹⁰ **Walk Score** - <https://www.walkscore.com>
- ¹¹ **Community Benefits** - may include affordable housing, living wages, local hiring, and training programs, environmental remediation, as well as funds for community programs such as shuttles, beautification, recreational, neighborhood improvements, etc.
- ¹² **Transfer of Development Rights** - <https://www.mass.gov/service-details/smart-growth-smart-energy-toolkit-modules-transfer-of-development-rights-tdr>
- ¹³ **Urban Habitat Design Guidelines** - <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/Urban%20Habitat%20Design%20Guidelines%20-%20Sierra%20Club%20Loma%20Prieta%20Sept%202018.pdf>
- ¹⁴ **Urban Habitat Plan** – Local jurisdiction's tree and natural habitat master plan if available. A good example is the [Palo Alto Urban Forest Master Plan](https://www.cityofpaloalto.org/gov/depts/pwd/trees/ufmp.asp). <https://www.cityofpaloalto.org/gov/depts/pwd/trees/ufmp.asp>
- ¹⁵ **Pedestrian-Friendly Sidewalks** – Minimum width 7', level, with planting strip if directly adjacent to moving traffic, designed for enhancing and encouraging pedestrian traffic and pedestrian priority.
- ¹⁶ **Traffic Demand Management Program** – e.g. The City of San Carlos requires TDM for residential projects over a certain size and includes a good description of TDM in its zoning code at: www.codepublishing.com/CA/SanCarlos/html/SanCarlos18/SanCarlos1825.html#18.25 ; See also Wikipedia TDM Toolkit - https://en.wikipedia.org/wiki/Transportation_demand_management#Demand_management_toolbox
- ¹⁷ **Residential Parking Permit** – City parking restriction program to protect residential area street parking, for use primarily by area residents.
- ¹⁸ **Satellite Parking** – Some cities, such as Portland, Oregon have low or no parking requirements in downtown buildings because the city provides public parking structures, in preferred locations, using “in-lieu” developer fees.
- ¹⁹ **Traffic Management Association** – is a non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support.
- ²⁰ **Way-finding System**- Signage and other visual cues to help people move through a city and feel comfortable doing that because of the way-finding design
- ²¹ **Bulk Transit Passes** – Caltrain “Go Pass” http://www.caltrain.com/Fares/tickettypes/GO_Pass.html ; SamTrans “Way2Go” http://www.samtrans.com/fares/faretypes/Way2Go_Program.html
- ²² **Community Benefit District** - Established to monitor and enforce a Community Benefit Agreement
- ²³ **Zero Net Carbon (ZNC)** – A zero net carbon building meets all its energy needs from zero-carbon sources such as solar or wind to reduce GHG emissions. <http://www.sanjooseca.gov/index.aspx?NID=6150>
See also *Guide for 2020 update of California Building Code for new Residences* - <https://energycodeace.adobeconnect.com/aia-zne-guide>
- ²⁴ **Zero Net Water** – Zero Net Water is analogous concept to Zero Net Carbon. Through a combination of rainfall harvesting, aggressive conservation, and water recycling, buildings can achieve self-sufficiency from the water “grid”
- ²⁵ **Zero Net Waste** – Zero Waste is a philosophy that encourages the redesign of resource life cycles so that all products are reused. The goal is no trash to be sent to landfills, incinerators, or the ocean. <https://sfenvironment.org/zero-waste-in-SF-is-recycling-composting-and-reuse>
- ²⁶ **Sustainable Landscaping** - Sustainable landscaping is in balance with the local climate and requires minimal resource inputs, such as fertilizer, pesticides, gasoline, time, and water, is re-generative, and can actively contribute to the development of healthy communities. Sustainable landscapes sequester carbon, clean the air and water, increase energy efficiency, restore habitats, and create value through significant economic, social and environmental benefits.
- ²⁷ **Bird Friendly Design** - Reduce building reflectivity, light pollution, transparency, etc. to prevent bird collisions with glazing <https://www.goba.org/resources/green-building-methods/bird-friendly-design/>
- ²⁸ **Green Corridors** – provide network of shaded bike and pedestrian paths, with traffic calming, tree lined, with green infrastructure - linking the whole city to support a healthy lifestyle and a healthy ecology. Sierra Club Green Urban Corridors - <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/webpage-under%20constr%20green%20corridors%203-21-19.pdf>



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

CARL GUARDINO
President & CEO

Board Officers:

STEVE MILLIGAN, Chair
Western Digital Corporation
JAMES GUTIERREZ, Vice Chair
Insikt
RAQUEL GONZALEZ, Treasurer
Bank of America
GREG BECKER, Former Chair
SVB Financial Group
STEVE BERGLUND, Former Chair
Trimble Inc.
AART DE GEUS, Former Chair
Synopsis
TOM WERNER, Former Chair
SunPower

Board Members:

BOBBY BELL
KLA-Tencor
DAWNET BEVERLEY
Donnelley Financial Solutions
GEORGE BLUMENTHAL
University of California, Santa Cruz
JOHN BOLAND
KQED
CARLA BORAGNO
Genentech
CHRIS BOYD
Kaiser Permanente
JOE BURTON
Plantronics
RAMI BRANTZKY
Sapphire Ventures
GARY BRIGGS
Facebook
KEVIN COLLINS
Accenture
LISA DANIELS
KPMG
CHRISTOPHER DAWES
Lucile Packard
Children's Hospital Stanford
JENNY DEARBORN
SAP
MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
Infirera
JOHN GAUDER
Comcast
KEN GOLDMAN
Hillspire
DOUG GRAHAM
Lockheed Martin
LAURA GUIO
IBM
STEFAN HECK
Nauto
ERIC HOUSER
Wells Fargo Bank
AIDAN HUGHES
ARUP
JEFFREY JOHNSON
San Francisco Chronicle
TOM KEMP
Centify
AARIF KHAKOO
AMGEN
ERIC KUTCHER
McKinsey & Company
JOHN LEDEK
BD Biosciences
ENRIQUE LORES
HP Inc.
MATT MAHAN
Brigade
TARKAN MANER
Nexenta
KEN MCNEELY
AT&T
BEN MINICUCCI
Alaska Airlines
KEVIN MURAI
Synnex
MARY PAPAIZIAN
San Jose State University
JES PEDERSEN
Webcor Builders
ANDY PIERCE
Stryker Endoscopy
KIM POLESE
ClearStreet
RYAN POPPLE
Proterra
RUDY REYES
Verizon
BILL RUH
GE
SHARON RYAN
Bay Area News Group
RON SEGE
Echelon
DARREN SNELGROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

August 13, 2020

City Council & Planning Commission
City of San Mateo
330 W 20th Avenue
San Mateo, CA 94403

RE: Support for Downtown San Mateo Opportunity Sites Residential Development and Parking Garage, 480 East 4th Avenue & 400 East 5th Avenue, San Mateo, CA 94401

Dear Mayor Goethals, Vice Mayor Rodriguez, and Honorable Councilmembers Bonilla, Lee, and Papan,

On behalf of the Silicon Valley Leadership Group, we express our enthusiastic support for the 225 all affordable homes proposed as part of the Downtown San Mateo Opportunity Sites by MidPen Housing. At a time when the Bay Area is in a dire housing crisis, building dense, affordable housing near both transit and jobs is key.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 330 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation. Collectively, Leadership Group members provide nearly one out of every three private sector jobs in Silicon Valley. One of the top concerns of the members we represent in the Silicon Valley is a need for high quality and affordable housing here in the Bay Area.

The Leadership Group maintains that constructing more homes of all types and at all income levels allows our workers, and their families, to prosper and thrive. Additionally, one of the long term goals of the Leadership Group is to advocate for increased transit-oriented development (TOD), as TOD brings jobs and homes close together, catalyzes use of the billions we've invested into our transit infrastructure, and reduces greenhouse gas emissions. This is a prime location for not just housing, but for affordable housing as the proposed development is within a half-mile of the San Mateo Caltrain Station.

The location also boasts a number of goods and services within a half-mile in addition to the ample amenities provided on-site including community spaces, a learning center, a fitness center and a playground. MidPen Housing has committed that all 225 homes be affordable to families earning between 30% and 80% AMI. The Leadership Group is especially excited that MidPen Housing has committed portion of the proposed homes for public employees as it is a necessity that we are prioritizing housing for our workforce.

The Leadership Group is committed to increasing the housing supply in our Valley and Bay Area, and we proudly support proposed residential developments like the one before you.

Sincerely,

Jason Baker
Vice President, Transportation, Housing, & Community Development
Silicon Valley Leadership Group